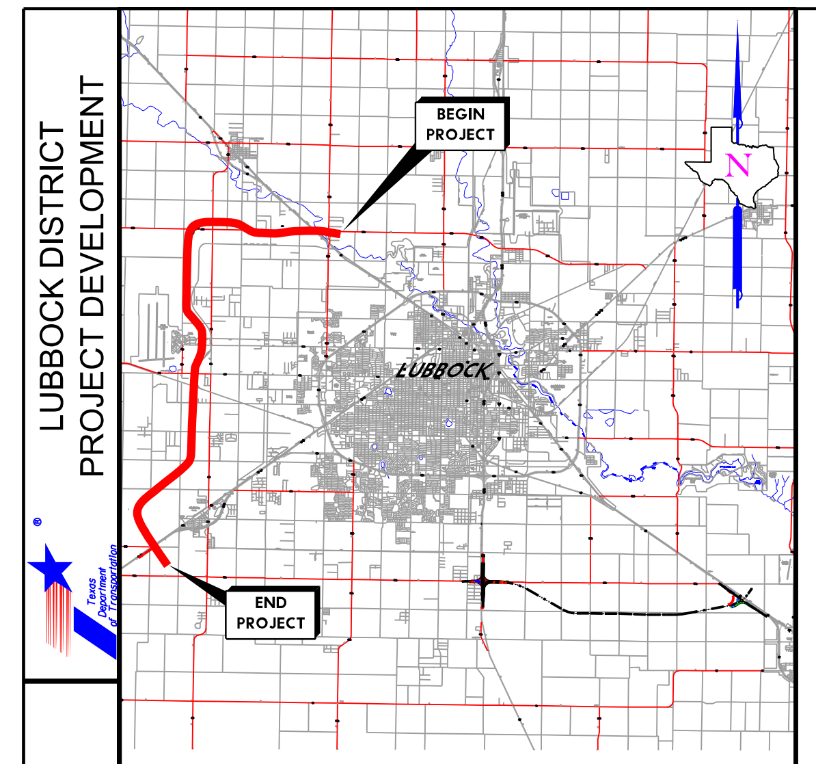

VICINITY MAP
(N.T.S.)

LEGEND

🟦	PROPOSED MAINLANES
🟥	FRONTAGE ROADS
🟩	DIRECT CONNECTORS
🟩	RAMPS
▨	EXISTING STRUCTURES
🟦	FEMA ZONE A
🟨	PROPOSED BRIDGE STRUCTURES
🟥	FUTURE DRIVEWAYS
▨	SIDEWALKS
―	PROPOSED MAINLANES
―	PROPOSED FRONTAGE ROADS
―	PROPOSED RAMPS
―	PROPOSED CONNECTORS
―	PROPOSED EMBANKMENT
―	PROPOSED RETAINING WALL
▨	PROPOSED STRIPING
➡	PROPOSED LANE INDICATOR
-·-·-	PROPOSED RIGHT-OF-WAY
―	PROPOSED CONTROL OF ACCESS (COA)
▨	PROPOSED DRAINAGE DETENTION
	EXISTING PLANIMETRIC
-·-·-	EXISTING RIGHT-OF-WAY
―	EXISTING PARCEL MAP
- - -	FUTURE ROADWAY (BY OTHERS)
―	FUTURE DRIVEWAYS
▨	EXISTING ROADWAY TO BE REMOVED
⇨	EXISTING LANE INDICATOR

DESIGN CRITERIA

FUNCTIONAL CLASSIFICATION: FREEWAY - URBAN
MAINLANE DESIGN SPEED: 75 MPH
FRONTAGE RD DESIGN SPEED: 50 MPH
RAMP DESIGN SPEED: 50 MPH
DIR. CONN. DESIGN SPEED: 50 MPH
CROSS STREET DESIGN SPEED: 35 MPH
ROUNDABOUT DESIGN SPEED: 35 MPH

0 50 100 200 (H)
0 5 10 20 (V)

ENTECH
CIVIL ENGINEERS, INC
F-6932
15021 Katy Freeway,
Suite 500
Houston, Texas 77094
281-945-0069 PH
281-945-0081 FX

PRELIMINARY

Document Incomplete: not intended for permit, bidding or construction.
Engineer: MIGUEL PONCE III, P.E.
P.E. Serial No. 67936
Date: 5/15/2020

SCHEMATIC LAYOUT
LUBBOCK COUNTY
CSJ: 1502-02-002

STATE LOOP 88 SEGMENTS 1 AND 2
GEOMETRIC DESIGN

FROM: STA 3010+00
TO: END PROJECT

LUBBOCK DISTRICT

DATE:
APPROVED:
REVISED:
REVISION APPROVAL DATE:

SL 88 SCHEMATIC

PRELIMINARY
SUBJECT TO CHANGE

ROADWAY: LUBBOCK LOOP 88 SEG 1&2; CSJ: 1502-02-002
COUNTY: LUBBOCK
LIMITS FROM: US 84
LIMITS TO: 0.5 MILES NORTH OF US 62

12 / 20

5/15/2020 2:18:19 PM cconde
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MATCH LINE STA 3010+00
US 62
County Rd 7100
EXIT ONLY
SECTION A-A
SECTION C-C
SECTION B-B
PROPOSED R.O.W. WIDTH 400'
LUBBOCK OUTER ROUTE
PROPOSED R.O.W. WIDTH 200'
70' ROADWAY
BRIDGE
NO ACCESS BY DESIGN 1000'
NO ACCESS BY DESIGN 425'
NO ACCESS BY DESIGN 1143'
NO ACCESS BY DESIGN 639'
NO ACCESS BY DESIGN 837'
PROP ROW
BEGIN BRIDGE STA 3030+25.00
END BRIDGE STA 3062+25.00
LUBBOCK LOOP 88
NB FRONTAGE RD
SB FRONTAGE RD
WB FRONTAGE RD
EB FRONTAGE RD
RAMP S129
RAMP S130
RAMP S131
RAMP S132
ZEELAND RD
END PROPOSED SEGMENT 2 MATCH SEGMENT 3 (BY OTHERS)
STA 3010+60.00 END SUPERELEVATION (4.00%) BEGIN CROSS SLOPE TRANSITION (4.00% TO -2.00%)
2 - 6'X3' RCB
STA 22987+30.00 END SUPERELEVATION (2.20%) BEGIN CROSS SLOPE TRANSITION (2.20 TO 2.00%)
STA 22998+20.00 BEGIN CROSS SLOPE TRANSITION (-2.00 TO 2.00%)
STA 22999+70.00 END CROSS SLOPE TRANSITION BEGIN SUPERELEVATION (2.00%)
STA 23001+30.00 END SUPERELEVATION (2.00%)
STA 12997+70.00 BEGIN CROSS SLOPE TRANSITION (-2.00 TO 2.00%)
STA 12999+20.00 END CROSS SLOPE TRANSITION BEGIN SUPER ELEVATION (2.00%)
STA 13000+70.00 END SUPERELEVATION (2.00%) BEGIN CROSS SLOPE TRANSITION (2.00 TO -2.00%)
SL 88

ROUNDABOUT
PI STATION = 10+00.02
DELTA = 359° 59′ 29.76" (RT)
DEGREE OF CURVE = 16° 48′ 08.21"
TANGENT = 0.02
LENGTH = 2,142.52
RADIUS = 341.00
PC STATION = 10+00.00
PT STATION = 31+42.52

NB FRONTAGE

PI STATION = 22996+81.16
DELTA = 2° 09′ 58.92" (LT)
DEGREE OF CURVE = 0° 50′ 24.41"
TANGENT = 128.95
LENGTH = 257.87
RADIUS = 6,820.00
PC STATION = 22995+52.21
PT STATION = 22998+10.07

PI STATION = 23000+51.48
DELTA = 2° 09′ 58.92" (RT)
DEGREE OF CURVE = 0° 50′ 24.41"
TANGENT = 128.95
LENGTH = 257.87
RADIUS = 6,820.00
PC STATION = 22999+22.53
PT STATION = 23001+80.40

PI STATION = 23018+97.85
DELTA = 56° 49′ 11.30" (LT)
DEGREE OF CURVE = 79° 34′ 38.90"
TANGENT = 38.95
LENGTH = 71.40
RADIUS = 72.00
PC STATION = 23018+58.90
PT STATION = 23019+30.31

PI STATION = 23026+55.02
DELTA = 62° 46′ 31.47" (LT)
DEGREE OF CURVE = 81° 51′ 04.01"
TANGENT = 42.71
LENGTH = 76.69
RADIUS = 70.00
PC STATION = 23026+12.31
PT STATION = 23026+89.00

SB FRONTAGE

PI STATION = 12996+24.06
DELTA = 2° 09′ 58.92" (RT)
DEGREE OF CURVE = 0° 50′ 24.41"
TANGENT = 128.95
LENGTH = 257.87
RADIUS = 6,820.00
PC STATION = 12994+95.12
PT STATION = 12997+52.98

PI STATION = 12999+94.39
DELTA = 2° 09′ 58.92" (LT)
DEGREE OF CURVE = 0° 50′ 24.41"
TANGENT = 128.95
LENGTH = 257.87
RADIUS = 6,820.00
PC STATION = 12998+65.44
PT STATION = 13001+23.31

PI STATION = 13018+40.73
DELTA = 56° 49′ 40.10" (RT)
DEGREE OF CURVE = 79° 34′ 38.90"
TANGENT = 38.95
LENGTH = 71.41
RADIUS = 72.00
PC STATION = 13018+01.78
PT STATION = 13018+73.19

PI STATION = 13025+97.90
DELTA = 62° 46′ 58.71" (RT)
DEGREE OF CURVE = 81° 51′ 04.01"
TANGENT = 42.71
LENGTH = 76.70
RADIUS = 70.00
PC STATION = 13025+55.19
PT STATION = 13026+31.89

RAMP 129

PI STATION = 101+78.19
DELTA = 3° 34′ 52.20" (RT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 178.19
LENGTH = 356.27
RADIUS = 5,700.00
PC STATION = 100+00.00
PT STATION = 103+56.27

PI STATION = 108+90.07
DELTA = 5° 05′ 56.45" (LT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 253.80
LENGTH = 507.27
RADIUS = 5,700.00
PC STATION = 106+36.27
PT STATION = 111+43.54

RAMP 130

PI STATION = 100+48.92
DELTA = 0° 59′ 00.42" (LT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 48.92
LENGTH = 97.84
RADIUS = 5,700.00
PC STATION = 100+00.00
PT STATION = 100+97.84

PI STATION = 107+89.81
DELTA = 5° 00′ 00.00" (RT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 248.87
LENGTH = 497.42
RADIUS = 5,700.00
PC STATION = 105+40.95
PT STATION = 110+38.37

RAMP 131

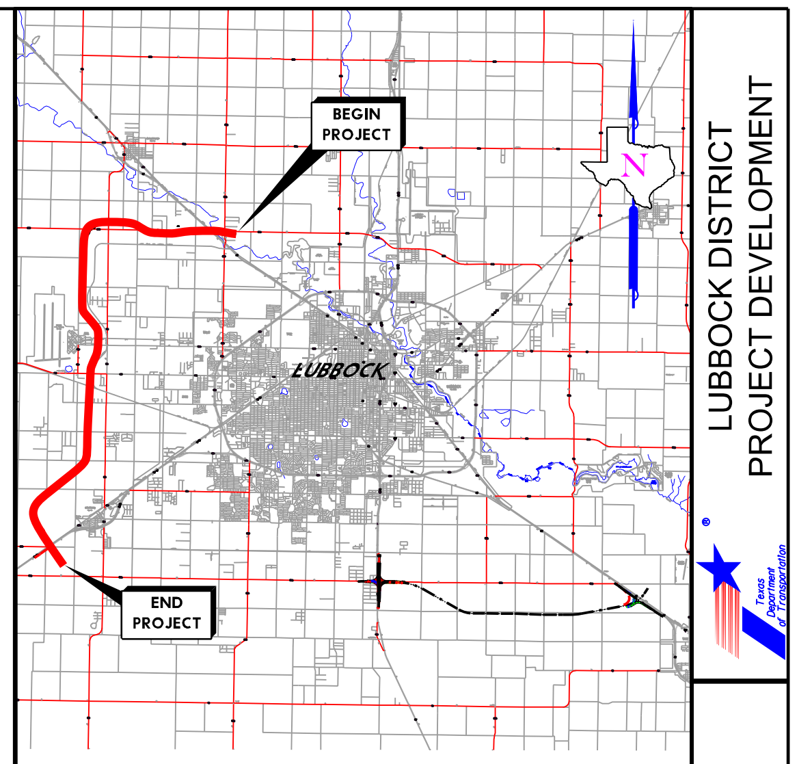
PI STATION = 102+00.90
DELTA = 4° 02′ 13.60" (RT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 200.90
LENGTH = 401.63
RADIUS = 5,700.00
PC STATION = 100+00.00
PT STATION = 104+01.63

PI STATION = 108+06.96
DELTA = 2° 31′ 09.35" (LT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 125.33
LENGTH = 250.63
RADIUS = 5,700.00
PC STATION = 106+81.63
PT STATION = 109+32.25

RAMP 132

PI STATION = 102+00.90
DELTA = 4° 02′ 13.60" (RT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 200.90
LENGTH = 401.63
RADIUS = 5,700.00
PC STATION = 100+00.00
PT STATION = 104+01.63

PI STATION = 108+06.96
DELTA = 2° 31′ 09.35" (LT)
DEGREE OF CURVE = 1° 00′ 18.68"
TANGENT = 125.33
LENGTH = 250.63
RADIUS = 5,700.00
PC STATION = 106+81.63
PT STATION = 109+32.25



VICINITY MAP
(N.T.S.)

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➡	PROPOSED LANE INDICATOR
-·-·-	PROPOSED RIGHT-OF-WAY
―	NO ACCESS BY DESIGN
▨	PROPOSED DRAINAGE DETENTION
	EXISTING PLANIMETRIC
-·-·-	EXISTING RIGHT-OF-WAY
―	EXISTING PARCEL MAP
―	APPROXIMATE WATER SURFACE ELEVATION
- - -	FUTURE ROADWAY (BY OTHERS)
―	FUTURE DRIVEWAYS
▨	EXISTING ROADWAY TO BE REMOVED
⇨	EXISTING LANE INDICATOR

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Engineer: MIGUEL PONCE III, P.E.
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LUBBOCK COUNTY
CSJ: 1502-02-002
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